

John McGreevy, a historian at Notre Dame and the author of "Parish Boundaries" (University of Chicago Press, 1996), a prize-winning study of the Catholic Church's handling of racial issues in Northern cities, compared Monsignor Egan to "the classic parish priests early in the century who were great politically skilled organizers." But Monsignor Egan, Professor McGreevy said, "made the transition to organizing outside the church as well as within it."

Monsignor Egan did not shy from internal church controversies. In the 1960's he led a group of reform-minded priests in Chicago, and recalled painfully a single year in Cardinal Cody's tenure when no fewer than 45 priests came to tell him about their decisions to leave the priesthood.

A month ago, he circulated for publication a plea for the church to ordain women and married men and give women leading roles in the Vatican.

"Why are we not using to the fullest the gifts and talents of women who constitute the majority of our membership throughout the world?" he wrote. "I realize that even to raise aspects of this question, I label myself a dissenter. Yet prayerful, responsible dissenter has always played a role in the church."

Despite his deep identification with Chicago, Monsignor Egan was born in Manhattan, on 134th Street in what was then an Irish section of Harlem. His father, a bus driver, and his mother, a dressmaker, were immigrants from Ireland, and moved to Chicago when John was 6.

He is survived by a sister, Kathleen Egan Martin of Rockford, Ill.

INTRODUCTION OF INTERNATIONAL ENVIRONMENTAL DEFENSE ACT

HON. MARK UDALL

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 23, 2001

Mr. UDALL of Colorado. Mr. Speaker, today I am introducing the International Environmental Defense Act of 2001.

The purpose of this bill is to clarify the authority of the Secretary of Defense to respond to environmental emergencies. It is cosponsored by my colleague from Colorado, Representative JOEL HEFLEY. I greatly appreciate his support.

In times of natural disaster or other emergencies, the United States for decades has come to the aid of those in need—whether the crisis is the result of an earthquake in Turkey, an erupting volcano in South America, or deadly floods in some other part of the world.

When the need arises, the U.S. government provides humanitarian assistance through the U.S. Agency for International Development, the State Department, the Defense Department, and other federal agencies. It also contracts with private voluntary agencies to provide such assistance and coordinates the U.S. response with that of other countries.

The American military has an outstanding record of participation in these activities. All Americans take pride in the humanitarian assistance provided by the men and women of our armed services.

I strongly support this policy. It is the right thing to do, and in the best interests of our country as well as of people everywhere. Humanitarian assistance is critical to help communities or regions or whole countries recover from devastating natural or man-made events.

But global emergencies come in other forms as well—including environmental emergencies such as oil or chemical spills or other similar occurrences. They may not have the immediate impact on people of homes destroyed in an earthquake or of crops lost to drought. But by polluting waterways, killing fish or other species, or contaminating the air, water, or land, environmental disasters can have devastating effects on the health and well-being of people, wildlife, and ecosystems.

So, wherever they occur, environmental emergencies have the potential to affect the national interests of the United States. And our government—including our military forces—should have the same ability to respond as in the case of other emergencies.

Current law authorizes the Department of Defense to use its funds for the transport of humanitarian relief, allowing U.S. military personnel to help provide foreign countries with emergency assistance such as helicopter transport, temporary water supplies, and road and bridge repair. For example, U.S. military personnel were part of the U.S. response to Hurricane Mitch in Central America and to this year's earthquakes in El Salvador and India.

But when it comes to environmental emergencies, under current law the military now has less ability to help. Those are the situations that are addressed by the bill I am introducing today.

The International Environmental Defense Act would fill a gap in current law so U.S. military transport could be used not only for humanitarian, but also for environmental emergencies. The bill does not require that this be done—but it would authorize the Defense Department to do so, just as current law authorizes but does not require the transport of humanitarian assistance to respond to other emergencies.

As an illustration of the limitations of the current law, consider a recent case about which I have first-hand knowledge.

Earlier this year, as all our colleagues will recall, there was a very serious oil spill in the Pacific Ocean that threatened to contaminate the Galapagos Islands. The government of Ecuador and people everywhere were very concerned that this could imperil the world-famous wildlife of the islands and the rest of that unique ecosystem. They hastened to organize a response.

As part of that response, the Ecuadorian government was in contact with a company in Colorado that makes a product to absorb oil from sea water. But complications arose, and the company contacted my office to see if we could help resolve them.

As we explored the situation, we learned that while the government of Ecuador was interested in acquiring the Colorado company's product, they also wanted to arrange for the United States to transport it to Ecuador by military aircraft, because that would be quicker and cheaper than other alternatives. But when we contacted the Defense Department to see if there was a possibility that it could be arranged, we learned about the limitations of current law. In short, we learned that while military transport might be possible to provide humanitarian relief, that option was not available to respond to an environmental emergency.

The bill I am introducing today would change that—not by requiring the military to provide transport in such a case, but by pro-

viding that option in case the U.S. government should decide it would be appropriate.

So, Mr. Speaker, this is not a far-reaching bill. But I think it would provide useful authority for our country to respond to environmental problems that, ultimately, can affect us and the rest of the world.

PAYING TRIBUTE TO RYAN MILLER RECIPIENT OF THE HOBEY BAKER AWARD

HON. MIKE ROGERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 23, 2001

Mr. ROGERS of Michigan. Mr. Speaker, I rise to honor the accomplishments of Ryan Miller of East Lansing, Michigan, for being named the top college hockey player in America in 2001. Ryan Miller, a Michigan State University sophomore, received the Hobey Baker Award, only the second time in history a goalie has earned this prestigious honor.

Ryan's brilliant 2001 season included leading the nation in four key statistical categories, the most spectacular being 10 shutouts in 39 games, bringing him to an NCAA career record with 18 shutouts as goalie for the MSU Spartans. Ryan also was named CCHA Defensive Player of the Week five times during the regular season.

Born and raised in East Lansing, the home of MSU, Ryan comes from a hockey family. His grandfather, father, uncle and five cousins all played hockey for the Spartans, and a cousin, Kip Miller, won the Hobey in 1990. In addition to his hockey legacy, Ryan also deserves recognition for his academic achievements both in high school and at MSU.

I urge my colleagues in the U.S. House of Representatives to join me in congratulating Mr. Ryan Miller for his achievements, in particular for receiving the Hobey Baker Award. We wish him well in his future endeavors.

TRIBUTE TO MR. TOM SCHEPERS

HON. BETTY McCOLLUM

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, May 23, 2001

Ms. McCOLLUM. Mr. Speaker, I rise today in celebration of the tremendous achievement by a constituent of mine from South St. Paul, Minnesota, Mr. Tom Schepers.

Last November, on Veterans' Day, the Washington, D.C. area welcomed Tom Schepers, as he completed his 5-month, 3,300 mile run in support of the World War II Veterans Memorial. Beginning at Camp Pendleton, California on D-Day, June 6th, 2000, Mr. Schepers covered 25 miles a day, 6 days a week through the Mojave Desert, thin Rocky Mountain air and other extreme conditions. This was no ordinary run. While many Americans would struggle to complete even a single day of such an exhaustive journey, Mr. Schepers completed it while carrying an American flag and a POW/MIA flag on a 10-foot flagpole as well as a 10 lb weight belt, representing the emotional weight borne by the World War II Veterans for over 50 years.

Mr. Schepers heroic story is a tribute to the will and determination of our nation's Veterans. A decorated Vietnam Marine Veteran,